



Economic and Social Council

Distr.: General
7 June 2013

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee)

Twenty-third session

Geneva, 26–30 August 2013

Item 4 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
Other proposals**

Report of the informal working group on means of evacuation

Transmitted by the Government of the Netherlands¹

1. The Safety Committee may recall that at its 20th session, amendments were adopted relating to means of evacuation for entry into force on 1 January 2015 (ECE/TRANS/WP.15/AC.2/42, Annex II).
2. The Committee may also recall that the informal working group on means of evacuation was invited to develop more detailed provisions for the definitions of "safe areas", "safe havens" and "water screens" and to propose a regulation that made it clear that local authorities had the right to set more stringent rules.
3. The informal working group met on 3 April 2013 and concluded that the following amendments to the amendments already adopted should be proposed to the Committee:
4. Amendments to the definitions:
 - (a) Replace the definition of "Safe area" by the following text:

"Safe area means a designated, recognisable area outside the cargo area which can be readily accessed by all persons on board. The safe area provides

¹ Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/WP.15/AC.2/2013/28.

protection against the identified hazards of the cargo by a water screen for at least 60 minutes. The safe area can be evacuated during an incident. A safe area is not acceptable when the identified danger is fire or explosion."

- (b) Insert the following definition of water screen:
"Water screen means a vertical water barrier, which extends over a height of at least 3 meters above the deck and the full width of the vessel with an overshoot of at least 1.5 meters sideways of the hull. The water screen shall protect against the identified hazards of the cargo. The water screen shall be capable of being put into operation from the wheelhouse and from the safe area."
- (c) Replace the definition of "Safe haven" by the following text:
"Safe haven means a designated, recognisable, readily accessible module (fixed or floating) capable of protecting all persons on board against the identified hazards of the cargo for at least sixty minutes during which communication to the emergency and rescue services is possible. A safe haven can be integrated into the wheelhouse or into the accommodation. A safe haven can be evacuated during an incident. A safe haven on board is not acceptable when the identified danger is fire or explosion. A safe haven on board and a floating safe haven outside the ship are certified by a recognised classification society. A safe haven on land is constructed according to local law."
- (d) Add the following sentence to 7.1.4.77:
 "Based on local circumstances, port authorities can prescribe additional requirements for the availability of means of evacuation as specified by local law."
- (e) Add the following sentence to 7.2.4.77:
 "Based on local circumstances, port authorities can prescribe additional requirements for the availability of means of evacuation as specified by local law."

5. As a result of the fact that a safe area and a safe haven on board have been defined as not acceptable when the identified danger is fire or explosion, the Committee is requested to accept the following consequential amendments to tables 7.1.4.77 and 7.2.4.77:

Table 7.1.4.77

- (a) Line number 3, Column 4.1, 4.2, 4.3: delete the bullet.
- (b) Line number 8, Column 4.1, 4.2, 4.3: delete the bullet.
- (c) Line number 11, Column 4.1, 4.2, 4.3: delete the bullet.
- (d) Line number 12, Column 4.1, 4.2, 4.3: delete the bullet.
- (e) Line number 16, Column 4.1, 4.2, 4.3: delete the bullet.

Table 7.2.4.77

- (a) Line number 3, Column 2, 3 packing group I, II and rest of III: delete the bullet.
- (b) Line number 8, Column 2, 3 packing group I, II and rest of III: delete the bullet.

- (c) Line number 11, Column 2, 3 packing group I, II and rest of III: delete the bullet.
 - (d) Line number 12, Column 2, 3 packing group I, II and rest of III: delete the bullet.
 - (e) Line number 3, Column 5.1, 6.1: add **.
 - (f) Line number 8, Column 5.1, 6.1: add **.
 - (g) Line number 11, Column 5.1, 6.1: add **.
 - (h) Line number 12, Column 5.1, 6.1: add **.
 - (i) Add the following footnote to the table: "*** Not accepted if there is a danger that oxidizing substances in combination with flammable liquids may cause an explosion."
6. The Committee may note that there is a difference in the text between the English and German version of the definition of "escape boat". The Committee is invited to bring this in line with the English and French versions.
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